UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 3 38 Ed 2005 Change No. 4
LAST NM 12/05

Page 64—Paragraph 531; read:

(b) The draw of the Norfolk Southern Railroad Bridge, mile 1.4 at Wilmington, shall operate as follows:

(1) The draw shall remain in the open position for navigation. The draw shall only be closed for train crossings or periodic maintenance authorized in accordance with subpart A of this part.

(2) The bridge shall be operated by the controller at the Harrisburg, PA Dispatcher's Office. The controller shall monitor vessel traffic with closed circuit cameras and infrared sensors covering the swing radius. Operational information will be provided 24 hours a day on marine channel 13 and via telephone (717) 541-2140.

(3) The bridge shall not be operated from the remote location in the following events: Failure or obstruction of the infrared sensors, closed-circuit cameras or marine-radio communications, or anytime controller's visibility is inhibited. In these situations, a bridge tender with Norfolk Southern must be called and on-site within 30 minutes.

(4) Before the bridge closes for any reason, the remote operator will monitor waterway traffic in the area. The bridge shall only be closed if the off-site remote operator's visual inspection shows that the channel is clear and there are no vessels transiting in the area. While the bridge is moving, the operator shall maintain constant surveillance of the navigation channel.

(5) Before closing the draw, the channel traffic lights would change from flashing green to flashing red, the horn will sound five short blasts, and an audio voice warning stating. "Attention, Attention. Norfolk Southern Railroad Bridge over Christina River at milepost 1.4 will be closing to river traffic." Five short blasts of the horn will continue until the bridge is seated and locked down to vessels. The channel traffic lights will continue to flash red.

(6) When the rail traffic has cleared, the horn will sound one prolonged blast followed by one short blast to indicate the draw is opening to vessel traffic. During the opening swing movement, the channel traffic lights would flash red until the bridge returns to the fully open position. In the full open position to vessels, the bridge channel lights will flash green followed by an announcement stating, "Security, security, security. Norfolk Southern Railroad Bridge over Christina River at mile 1.4 is open for river traffic." Vessels shall stay clear of both channels as to not interfere with infrared detectors, until green lights are displayed on the swing span.

(FR 1/28/05; CL 195/05) 14/05

Page 64—Paragraph 533; read:

(d) The draws of the Norfolk Southern Railroad bridges, at miles 4.1 and 4.2, both at Wilmington, shall open on signal from 6 a.m. to 8 p.m. if at least 24 hours notice is given. From 8 p.m. to 6 a.m., the draws need not be opened for the passage of vessels.

(FR 1/28/05; CL 195/05) 14/05

Page 101—Portion of Table 161.35(c); read:

TABLE 161.35(c)–VTS HOUSTON/GALVESTON REPORTING POINTS

Designator	Geographic name	Geographic description	Latitude/Longitude	Notes
6	Exxon	Baytown Bend	29˚43.5'N, 95˚01.4'W	
7	Lynchburg	Ferry Crossing	29˚45.8'N, 95˚04.8'W	
8	Shell Oil	Boggy Bayou	29˚44.1'N, 95˚08.0'W	
9	Greens Bayou	Greens Bayou	29˚44.8'N, 95˚10.1'W	
10	Hess Turning Basin	Hunting Bayou Turning Basin	29˚44.3'N, 95˚12.1'W	
11	Lyondell Turning Basin	Sims Bayou Turning Basin	29˚43.2'N, 95˚14.4'W	
12	I-610 Bridge	I-610 Bridge	29˚43.5'N, 95˚16.0'W	
13	Houston Turning Basin	Buffalo Bayou	29˚45.0'N, 95˚17.4'W	

(33 CFR 161.35) 14/05

Page 102—Portion of Table 161.45(b); read:

TABLE 161.45(b)–VTS ST. MARYS RIVER REPORTING POINTS

Designator	Geographic name	Geographic description	Latitude/Longitude	Notes
5	West End of Locks	West Center Pierhead Light	46˚30.2'N, 84˚22.2'W	Upbound only.
6	East End of Locks	East Center Pierhead Light	46˚30.1'N, 84˚20.3'W	Downbound only.

(33 CFR 161.45) 14/05

Page 130—Paragraphs 2058 to 2063; read:

(a) *Area to be avoided* means a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships or certain classes of ships.

(b) *Traffic separation scheme (TSS)* means a designated routing measure which is aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes.

(c) *Traffic lane* means an area within defined limits in which one-way traffic is established. Natural obstacles, including those forming separation zones, may constitute a boundary.

(d) *Separation zone or line* means a zone or line separating the traffic lanes in which ships are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of ships proceeding in the same direction.

(e) *Precautionary area* means a routing measure comprising an area within defined limits where ships must navigate with particular caution and within which the direction of traffic flow may be recommended.

(f) *Deep-water route* means an internationally recognized routing measure primarily intended for use by ships that, because of their draft in relation to the available depth of water in the area concerned, require the use of such a route.

(g) *Two-way route* means a route within defined limits inside which two-way traffic is established, aimed at providing safe passage of ships through waters where navigation is difficult or dangerous.

(33 CFR 167.5) 14/05

COAST PILOT 3 38 Ed 2005 Change No. 5

Page 181—Paragraph 41, line 5; read:

charted. In July-November 2004, the controlling depth was 5.0 feet ...

(BPs 185343-44; BP 184257) 14/05

Page 185—Paragraph 66, line 7; read:

feet. Numerous wrecks and obstructions are in the approaches to the inlet from seaward.

(BPs 184425-26) 14/05

Page 247—Paragraph 116, line 5; read:

foot in September 2003, extends ...

(CL 1788/04; BPs 185035-37) 14/05

Page 286—Paragraph 139, lines 3 to 4; read:

buoys. In June 2004, the controlling depth was 3.0 feet in the west half and 4.0 feet in the east half of the ...

(CL 1782/04; BPs 185007-08) 14/05

Page 356—Paragraph 110, lines 8 to 9; read:

March 2004, the westerly channel had a controlling depth of 29 feet.

(BP 183766; FE 495/04) 14/05